

**Established February, 1845.**

PRICE, \$2 PER MONTH

## Shipping

118

**Steamers.**

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**SHIRE LINE OF STEAMERS.**

**FOR LONDON AND HAMBURG.**

The Steamship  
*(Armstrongshire,*  
W. R. COURTNEY, Com-  
mander, will be de-  
parted for the above Ports on the 24th  
Instant.

For Freight or Passage, apply to  
**ADAMSON, BELL, & Co.,**  
*Agents.*

Hongkong, August 20, 1887. 1569

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**NETHERLANDS INDIA STEAM  
NAVIGATION COMPANY, LIMITED.**

**FOR BATAVIA, SAMARANG AND  
SOURABAYA, "ET A SAIGON"  
AND SINGAPORE.**

The Co.'s Steamship  
*Danunt,*

despatched as above on  
or about the 27<sup>th</sup> instant.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, August 19, 1887. 1575

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THE GIBB LINE OF STEAMERS.

FOR SYDNEY (DIRECT) AND  
MELBOURNE.  
(Taking through *Carve* for QUEENSLAND  
PORTS, ADELAIDE, TASMANIA,  
NEW ZEALAND, &c.)

The British Steamer  
*Pathan*,  
Captain JAS. ROWLEY,  
will be "despatched as  
above on or about the 28th Instant.

The Steamer has excellent Accommodation  
for First-class Passengers.  
Fare to Sydney or Melbourne, \$150.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
*Managers*.

Hongkong, August 12, 1887. 1521

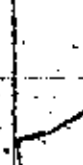
CHINA NAVIGATION COMPANY,  
LIMITED.


FOR PORT DARWIN, SYDNEY AND  
MELBOURNE.


The Co.'s Steamship  
*Changsha*,  
J. E. WICKHAM, Com'dr,  
will be "despatched as  
above on TUESDAY, the 30th Instant, at  
Daylight.

The attention of Passengers is directed to  
the Superior Accommodation offered by

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
*Agents.*  
 Hongkong, August 20, 1887. 1593

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
**FOR CHEFOO AND TIENSIN.**  

 The Co.'s Steamship  
*Yit-san,*  
 Captain LEANG, will be  
 despatched as above on  
 or about the 30th Instant.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
*General Managers.*  
 Hongkong, August 20, 1887. 1598

**GLEN LINE OF STEAM PACKETS.**  
**FOR LONDON VIA SUEZ CANAL.**  

 The Steamship  
*Gleamarn,*  
 Captain BRASS, will be  
 despatched as above on or  
 about the 31st Instant.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
*Agents.*  
 Hongkong, August 22, 1887. 1598

**UNION LINE.**  
**FOR NEW YORK VIA SUEZ CANAL.**  

 The Steamship  
*Clydmore,*  
 Capt. GULLANE, will be  
 despatched for the above  
 Port on or about the 31st Instant.  
 For Freight or Passage, apply to  
**RUSSELL & Co.,**


—Hongkong, August 19, 1887. . . 1582

**Sailing Vessels.**

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FOR NEW YORK.

The 3/3 L.L.I. American Ship  
*Governor Robie,*

 BLANCHARD, Master, will load  
on board the above Port, and  
will have quick despatch.

For Freight, apply to

**RUSSELL & Co.**  
Hongkong, August 22, 1887. 1599

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**Notices to Consignees.**

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**GERMAN BARQUE ADOLPH, Captain**  
**WESTERGAARD, FROM HAMBURG.**

**CONSIGNEES** of Cargo by the above  
Vessel are hereby requested to send  
in their Bills of Lading to the Undersigned  
for countersignature, and to take im-  
mediate delivery of their Goods from alongside  
Cargo impeding the discharge will be  
at once landed and stored at Consignees'  
risk and expense.

**SIEMSEN & Co.,**  
Agents.

Hongkong, August 19, 1887. 1577



## Entertainment.

CHAMPION'S GRAND  
CIRCUS, MENAGERIE,  
AND  
CONGRESS OF WONDERS.OPEN EVERY NIGHT,  
At 8 p.m., commencing at 9 p.m.WEDNESDAYS & SATURDAYS,  
TWO PERFORMANCES.One at 4 p.m., and the other at 9 p.m.  
Doors opening at 3 and at 8 p.m.GRAND AND BRILLIANT CHANGE  
OF PROGRAMME.EXCELLENT DISPLAY OF DARING SKILL AND  
DEXTERITY BY THE LADIES AND GENTLEMEN  
OF THIS UNIQUE COMBINATION  
OF WONDERS AND VALUABLE  
AGGREGATION OF FORTIFIABLE  
WILD BEASTS.Tonight,  
NEW EQUESTRIAN SCENES.NEW WILD ANIMALS AND THEIR TRAINING.  
NEW HORSE PONIES EDUCATED BY SIGNOR  
CHIRINI.NEW JAPANESE MARVELS FROM THE MIKADO'S  
OWN THEATRE, TOKYO.DON'T MISS A TREAT OF THIS KIND!  
L. MAYA,  
Secretary.

Hongkong, August 22, 1887. 1509

## Notices of Firms.

## NOTICE

THE AGENCY at this Port of Messrs.  
CALDEBROCK, MACGREGOR & Co.,  
Shanghai, has this day been transferred  
to Mr. ALEXANDER LEVY.

E. JONES HUGHES.

WITH Reference to the above Notice,  
I have this day assumed Charge  
of the BUSINESS at this Port of Messrs.  
CALDEBROCK, MACGREGOR & Co., WINE  
AND SPIRIT MERCHANTS, Shanghai.

ALEXANDER LEVY.

Hongkong, June 30, 1887. 1240

NOTICE is hereby given that the Busi-  
ness of GENERAL STEAMSHIP and  
COMMISSION AGENTS previously carried on  
at Poochow, in the Empire of China, and  
the Firm of Messrs. HOK LEE HONG & Co.,  
by whom the BUSINESS of the  
HOK LEE HONG & Co. was carried on  
on the 6th day of January, 1887, and the Re-  
sponsibility of the said Firm since for  
any Debt or Liability incurred by the said  
Firm or Ship terminated on the 6th day  
of January, 1887.

HOK LEE &amp; CO.

Poochow.

WITH Reference to the above, I, TIONG  
AH HOK, of Poochow, do hereby notice  
the Public that the BUSINESS of the  
HOK LEE HONG & Co. as GENERAL  
STORE KEPTENERS and COMMISSION AGENTS, is  
now being carried on at Poochow as hereto-  
fore by TAM KIM CHING, of Singapore,  
Merchant, and myself under the Style of  
HOK LEE HONG & Co. and that I hold  
a Power of Attorney from the said TAM  
KIM CHING as his Agent individually and  
also as a PARTNER in the said Firm, to  
transact all matters connected with the  
Business of the Firm at Poochow.

TIONG AH HOK.

Hongkong, June 1, 1887. 1047

## Insurance.

## THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George the First,  
A.D. 1720.THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurance as follows:Marine Department.  
Policies at current rates, payable either  
here, in London, or at the principal Ports  
of India, China and Australia.Fire Department.  
Policies issued for long or short periods at  
current rates.Life Department.  
Policies issued for sums not exceeding  
£5,000 at reduced rates.HOLIDAY, WISE & Co.,  
Hongkong, July 25, 1872. 496QUBEN-FIRE INSURANCE COM-  
PANY.THE Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT  
RISKS against FIRE at Current Rates.NORTON & Co.,  
Agents.

Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.THE Undersigned, AGENTS for the above  
Company, are authorized to insure  
against FIRE at Current Rates.GILMAN & Co.,  
Agents.

Hongkong, January 1, 1882. 14

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:ALICE ROWE, Hawaiian brig, Captain J.  
Phillips.—Wilder & Co.CARMARTHENSHIRE, British str., Capt. W.  
E. Courtney.—Adamson, Bell & Co.ELIZABETH NICHOLSON, British barque,  
Captain Geo. Falconer.—Malchers & Co.KITTY, British barque, Captain W. R.  
Lance.—Order.TARAPACA, British steamer, Capt. John  
E. McArthur.—Gibb, Livingston & Co.

## Notices to Consignees.

## STEAMSHIP YANZEE.

COMPAGNIE DES MESSEAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,  
Antwerp and Bordeaux, ex S.S.  
Yankee and President Leroy Lalier, in  
connection with the above Steamer, are  
herewith informed that their Goods will  
be subject to current and landing charges at  
their risk at the Company's Godowns,  
whence delivery may be obtained immedi-  
ately after landing.Optional Cargo will be forwarded on, unless  
intimation is received from the Consignee  
before 2 p.m. To-day (Wednesday), the 17th  
August, requesting it to be landed here.Bills of Lading will be countersigned by the  
Undersigned.Goods remaining unclaimed after Wed-  
nesday, the 24th August, 1887, at Noon, will  
be subject to current and landing charges at  
one cent per packet per diem.All Claims must be sent in to me on or  
before FRIDAY, the 26th August, 1887,  
or they will not be recognised.No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, August 17, 1887. 1557

## To-day's Advertisements.

## ZETLAND LODGE.

No. 525.

AN Emergency MEETING of the above  
LODGE will be held in FRANKLIN'S  
HALL, Zetland Street, on THURSDAY  
NEXT, the 25th August, at 8.30 for 9 p.m.,  
precisely. VISITING BRETHREN are cordially  
invited.

Hongkong, August 23, 1887. 1604

FOR CHEFOO, TIENTSIN AND  
NEWCHANG.The Steamship  
Felicity,  
Capt. KOLSEN, will be  
despatched as above on  
FRIDAY, the 26th Instant, at 4 p.m.For Freight or Passage, apply to  
HANG SHUN CHEONG.

Hongkong, August 23, 1887. 1605

## OCEAN STEAMSHIP COMPANY.

## FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates  
for NINGPO, CHEFOO, NEW-  
CHANG, TIENTSIN, HANKOW and  
Ports on the YANGTZE.)The Co.'s Steamship  
Felicity,  
Capt. KOLSEN, will be  
despatched as above on  
FRIDAY, the 26th Instant, at 4 p.m.For Freight or Passage, apply to  
HANG SHUN CHEONG.

Hongkong, August 23, 1887. 1606

## SHIPPING.

## ARRIVALS.

August 23.

Felicity, German steamer, 404, John E.  
McArthur, Sandakan and North Borneo  
August 3, 1887, General.—Gibb,  
Livingston & Co.Felicity, German steamer, 404, John E.  
McArthur, Sandakan and North Borneo  
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Livingston & Co.Felicity, German steamer, 404, John E.  
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August 3, 1887, General.—Gibb,  
Livingston & Co.

## MEMOS. FOR TO-MORROW.

## Shipping.

10 a.m.—Brindley leaves for Shanghai.  
Receives from London.

## Amusements.

4 p.m.—Chiarini's Circus and Menagerie  
at East Bowrington.8 p.m.—Chiarini's Circus and Menagerie  
at East Bowrington.

## Meeting.

8.30 p.m.—Meeting of St. John's Lodge.

## Miscellaneous.

Goods per Steamer Yangtze unclaimed  
after Noon subject to rent.

## NOTICE.

The following SEEDS required for  
SOWING IN AUGUST & SEPTEMBER,  
can now be supplied, viz.:

## GARDEN SEEDS.

SEASON 1887-8.

The following SEEDS required for  
SOWING IN AUGUST & SEPTEMBER,  
can now be supplied, viz.:

## CYCLAMEN.

Our First Shipment of Assorted  
VEGETABLE AND FLOWER  
SEEDS  
IS EXPECTED SHORTLY,  
And  
Catalogues will be supplied FREE OF  
CHARGE on and after the 30th Instant.A. S. Watson & Co., Limited.  
Hongkong, August 13, 1887. 1641

## BIRTH.

On the 18th Instant, at No. 10, Szechow  
Road, the Wife of W. H. DORSON, of a  
Daughter.

## DEATHS.

At 36, Szechow Road, Shanghai, on the  
14th August, SIDNEY JAMES, eldest son of  
James Pearson, I. M. Customs, aged 17  
years.The General Hospital, Shanghai, on the  
19th August, ADOLPH TELLER, aged  
46 years.At Tung-chu-fu, Shanghai, on the 7th  
August, HOWARD WILLIAM WILLS, only son  
of the Rev. William A. Wills, of the  
English Baptist Mission, aged eight months.  
Friends please accept this intimation.The publication of this issue commenced  
at 7.35 p.m.

## The China Mail.

HONGKONG, TUESDAY, AUGUST 23, 1887.

## TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]  
(Via Southern Line)

## AN INMAN STEAMER BURNED.

London, August 20.

The Inman steamer [City of] Montreal  
has been burnt at sea, and thirteen people  
are missing.The British steamer City of Montreal  
(Captain Leitch), of Liverpool, was an iron  
screw-steamer of 2941 tons, not over 4100  
gross. She was built in Glasgow in  
1883 by Messrs. Taylor and McGregor, and  
belonged to the Inman & Glasgow  
Steamship Co. Limited. She was a vessel  
of 410 feet long, 44 feet broad, and 34.2  
feet deep, and traded between Liverpool  
and North America.

(From Straits Times.)

## THE GOVERNMENT AND IRELAND.

London, August 11.—Lord Salisbury,  
speaking at the Mansion House, said that  
the Government would use their new  
powers in Ireland with prudence and with-  
out timidity, and that they looked for an  
early revival of prosperity in the kingdom.

## BULGARIAN AFFAIRS.

Vienna, August 11.—It is officially stated  
in Vienna that Prince Ferdinand has gone  
to Bulgaria at his own risk, unbacked by  
any of the great Powers.The Porte has recalled Riza Pasha, and  
despatched Artin Bey on a special mission  
to Bulgaria.

## LOCAL AND GENERAL.

## PIERRED SUEZ CANAL.

OUTWARD BOUND.—Suez, 20; Hesperia,  
Sagunto, August 2; Sagunto, 5;  
Diomed, Glenogle, Haver, Myosyne, 9;  
Ajaz, Hindustan, 12; Elphinstone, Ne-  
kar, Ulysses, Peckham, 16; Electra,  
Glenogle, 19.HOMEBWARD BOUND.—Glenogle, Aug. 2;  
Dardanis, Glenogle, Cambodia, 9;  
Deuvalion, James Watt, 12; Ocus,  
Bayley, 16.The O. & C. Co.'s steamer Oceanic, with  
the American Mail of Aug. 3, was to  
leave Yokohama on the 23rd Aug., and  
may be expected here on or about the  
29th inst.The O. & C. Co.'s steamer Palawan, from  
Liverpool, left Singapore on the 18th  
instant, and may be expected here on  
or about the 24th inst.The steamer Tantalus left Singapore on  
the 19th instant, and may be expected  
here on or about the 26th inst.The steamer Japan, from Calcutta, left  
Singapore on the 19th inst., and may  
be expected here on or about the 26th  
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The O. &amp; C.



gives, it was most unfortunately looked upon as worthless and put away by Captain Petersen, in his desk, and not consulted. An important link is wanting in the evidence before the Court, by the non-production of this card of deviation supposed to have been lost with Captain Petersen's effects in the wreck of the ship.

2.—That the log book of the '*Pautah*,' being, continuous, shows this important fact:—That voyaged after voyaging, the course from Sha-wei-shan Island to the Pronoun-

tory has been N.  $\frac{1}{2}$  W. by wheel house compass, which compass appears to have been used without being checked at any time by reference to the standard compass. In fact the log book shows that all courses were given and steered by the wheel house compass solely - and it is but fair to add that as the *Passat* had been many years in the northern trade the compass was not likely to have been checked at all.

[illegible]

made an exercise double caution to ascertain by the lead his real position, before he could give any points on his compass bearing, and in doing so, he was keeping of ten knots' run hourly, in order to assure of his ship's position. We desired to place on record how fully sensible we are of the long and meritorious service at sea of Captain Petersen; especially are we impressed by the fact that he has commanded the difficult and intricate coasts of China for 27 years without utter stranding. We also wish to bear witness to our sense of his intimate knowledge of the China coast; that he has been accustomed to navigate, but we must point out that this knowledge has its full

[illegible]

with any deduction known to be necessary from the over running of the patent log; the act if any of the currents likely to veer most about the ship's engine stopped, and a reliable east of the dead end was obtained before venturing to haul up from N.  $\frac{1}{2}$  E. or North-W. by N.  $\frac{1}{2}$  N. by compass. Even after that the weather being thick at foggy, she should have been kept at "slow" speed; for a certain time her log, while kept going, whirled round so fast that it would not register, and would have given the light-house keepers, if well on the alert, time to have fired their warning guns.

4.—That the look out was on the rocky castle and awake,

5.—That the wheel was doubly manned and the helmsman attentive to his bearing.

6.—That the other part of the vessel, as far as was practicable under such circumstances

ere at his proper post, sober and on the alert; but we consider that it was thicker for than he supposed, and that he was quite unable to see two miles as he stated, but that in reality he was in a fog like a sea wall, which fact he did not realize soon enough, and consequently neglected to call on Captain Petersen, again after he went away, a few minutes after 2 a.m., and this perhaps was the worst error of judgment of the vessel. We consider this settled by his estimation of the time when he first saw the black object ahead, which proved to be mine rocks, till the time of the ship striking, stated by him to be an interval in which he could count six. Considering the speed the ship was making 10 knots an hour, this could not therefore have been more than a ship's length from

consider this proved beyond a doubt by his conduct, even having time to touch the telegraph. He stopped the ship (naturally a first impulse when danger unexpectedly is made aloud) as the engines were not stopped till the vessel was fast of the rocks. We consider the interval of time between the sighting of the rocks and the ship striking them was too short to admit of the helm being put over by hand to hard-port, as stated by the helmsman, and the ship's course altered one point and sailed to the Northward by his action. The vessel struck the black oblong rock, and the ship striking it did admit of her being swung round to the Northward, and of her feeling any helm that might have been given; this we consider proved by the way the ship headed when on the rocks, as taken by compass from the boat, W. by N.  $\frac{1}{2}$  N. or only a point to the Westward of her compass course, which difference we consider was the deflection caused by the ship

We note with great satisfaction, that no line of inquiry has been made, by the British authorities, to ascertain the truth of the statements made by the *Fantau*, in answer to the enquiries made by the British authorities, but that at a short time before being lowered in the water at Obefo and found in good order, the delay on this occasion in launching her starboard boats, being caused by the pitching of the ship on the rocks, after having been so deeply the responsibility of that most popular and patriotic officer to pronounce on the action of a seaman of so long, and so varied experience as a man, till now uncalculated, but we feel bound to give it as our opinion, — That the *Fantau* was proceeding at 10 knots in a dense fog, when the steamer had been going at 12 knots, and that the *Fantau* had been ordered to the Westward before it was certain she was to the Northward of the Frigate. Moreover no cast of the deep sea lead was taken at any time during the fog, although the soundings thereabout are trustworthy.

Working back from the rock on which the ship struck at 2:25 a.m. to 1 a.m., or one hour and twenty-five minutes at this opposite course to W. by N.  $\frac{1}{2}$  E. as steered by the ship, and assuming an estimated speed of 10 knots per hour, it may equal to 13 to 15 knots, proves conclusively that the *Faith* was not to the Northward of the N.E. Promontory when her course was altered from North by compass to W. by N.  $\frac{1}{2}$  E. by compass.

(Signed) H. EGGAR HOBSON,  
Comptroller of Customs,  
S. President.

W. WADDLEW,  
Master, S. S. *Sin Nanning*;  
ALFRED SYMONS,  
Master, S. S. *Pekin*.

**Nautical Assesgots,**



